GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of October 24, 1927. Vol. VI. No. 14

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A MOUND OF SALT AT PORTO VECCHIO, CORSICA

This port was the ancient Portus Syracusanus of the Genoese. It would make an interesting project to assign the class to a study of the part salt has played in various civilizations, and in China to-day where it still is used as money (see Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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William the Conqueror, Founder of the English Language Empire

FRANCE and England this year honored Robert and Arlette when they celebrated the nine hundredth anniversary of the birth to them of a son, William the Conqueror.

Departure of William's fleet from Dives-sur-Mer, Normandy, for England in 1066 was re-enacted. From Dives the vessels proceeded to Le Havre and up the Seine to Rouen, the old Norman capital, where other ceremonies took place.

If all the world loves a lover, Robert, Count of Hiesmois, is entitled to much affection this year. It was spring and a rare sunny day in Normandy, apple blossoms scenting the lazy air, when Robert, then in the ardent age of 18, rode up from the hunt to his castle Falaise. As he passed the spring where women of Falaise still wash their clothes he heard a lilting song, so the legend goes, and saw that the singer was beautiful. Robert wooed Arlette, the tanner's daughter. Lochinvarlike, he carried her into his castle.

Never Traveled More Than 250 Miles From Home

The son born of this romance was William, who molded the British Empire and the English-speaking peoples of the world. William must be compared with some geographic force like the Gulf Stream to gauge the greatness of his deeds.

Although William the Conqueror never in his life went more than 250 miles from home, although the scene of his decisive victory at Hastings, England, lies but 150 miles from his birthplace, Falaise, he diverted the whole course of English life. His 700 open boats that sailed from Dives-sur-Mer with 6,000 knights and archers carried as invisible cargo many of the words in this bulletin. Three-fourths of the words in our present English language crossed the Channel in William's train. Of the 83 common words (omitting articles and numbers) in this paragraph 23½, or one-fourth, followed the Norman conquerors into Britain. If William had never crossed the Channel our speech might be a mixture of Scandinavian and German.

Where Our Words Came From

The arithmetic of the foregoing paragraph seems slightly awry. One sentence declares three-fourths of the words in the English language came from France. The next points out that only one-fourth of the words in one typical paragraph have such origin. Both figures are correct. For explanation of the paradox we must look into the Conquest itself.

After William had been crowned in Westminster Cathedral, London, he rewarded his lieutenants with grants of land. Norman French lords ruled the shires and the Anglo-Saxon and Danish peasant farmers. For 300 years the language of the court and the nobles remained French. The common people continued to speak Anglo-Saxon. But a remarkable thing happened. The two languages merged. Anglo-Saxon supplied terms for simple, everyday acts and things, Norman French, coming from Latin and Greek roots, supplied terms for complicated thoughts and for science. When a scientist writes he uses many words from south Europe. But for common speech and "plain English" we fall back on Anglo-Saxon words from north Europe.

UMI

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A PEASANT GIRL OF NORMANDY

The people of Normandy, whence William the Conqueror sailed (see Bulletin No. 1) are industrious and thrifty. While the farmer works in the field his wife and daughters are making butter, tending poultry, weaving lace, or spinning wool. With what period in American history does this household stage of industry correspond?

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The Reasons for the Routes of Lindbergh and Byrd

"WHY DOES he go so far out of his way?"

This was the exclamation of a spectator when a newspaper bulletin board flashed a dispatch that Lindbergh, transatlantic flyer, had passed over Newfoundland.

The answer, of course, is that neither Colonel Lindbergh nor Commander Byrd went out of his way; both were making a "bee-line" for Paris.

Even a casual examination of a globe would show this fact, but landsmen are more accustomed to looking at maps, with their inevitable "distortions," always necessary if a spherical surface is to be projected upon a flat surface.

The "Great Circle Line"

Aviation is educating the general public in the significance of the "great circle line," a potent fact to mariners, and a significant force in making history and laying down the major trade routes of the world.

To non-seafaring folk it is rather a surprise to note that the shortest course from New York to Liverpool lies across New England and Canada, west of Nova Scotia, and through Newfoundland. Ships cannot sail overland, but they do veer as far north as the double obstacle of land and icebergs will permit.

The reason for this, technically stated, is that in the higher latitudes the shortest distance between two points, because of the earth's curvature, is not on the east and west parallel between those points, but on the arc of a circle which would divide the earth in two equal parts and pass through the points in question.

What a Piece of String Tells

A far simpler way to prove this is to take a piece of string and apply it to a globe. That piece of string will reveal more amazing facts about oceanic commerce than volumes of trade statistics.

It will show why Norfolk, Virginia, is a normal coaling port for all Europe-bound vessels out of our Gulf ports. It will show why a vessel sailing from Seattle to Yokohama would be wrecked upon the foggy and rocky shores of the Aleutians if it tried to take the shortest run across the Pacific.

Recall your history in this connection, and it will show why the New England boat builders of Colonial days were able to capture the trade of the southern States and set up the great triangular trade route between the West Indies, the southern colonies and the mother country, which had such a marked effect upon New England's shipping supremacy.

Hawaii an Offside Port

On the average map it looks as if Hawaii were a normal stopover between San Francisco and any Chinese port. Your globe and a string will show why a call at Hawaii would add a day or more to your sailing time.

San Francisco and Los Angeles might be called the stepchildren of the "great circle line." Sail from the Panama Canal to Asiatic ports and the shortest route is not westward across the Pacific, but northwestward, via San Francisco and Los Angeles.

UMI

Tourists in William's Country

Americans going to France pass through William the Conqueror's country whether they land at Cherbourg or Le Havre. The Cherbourg boat train to Paris passes through Valognes, where young Duke William, awakened by the court fool, fled from assassins in the dead of night; Bayeux, where the 230-foot tapestry gives a "motion picture" record of William's conquest in eight colors; Caen, where two abbeys built by William and Matilda, his wife, contain their tombs; and Lisieux, whose archbishop wrote the Conqueror's official biography.

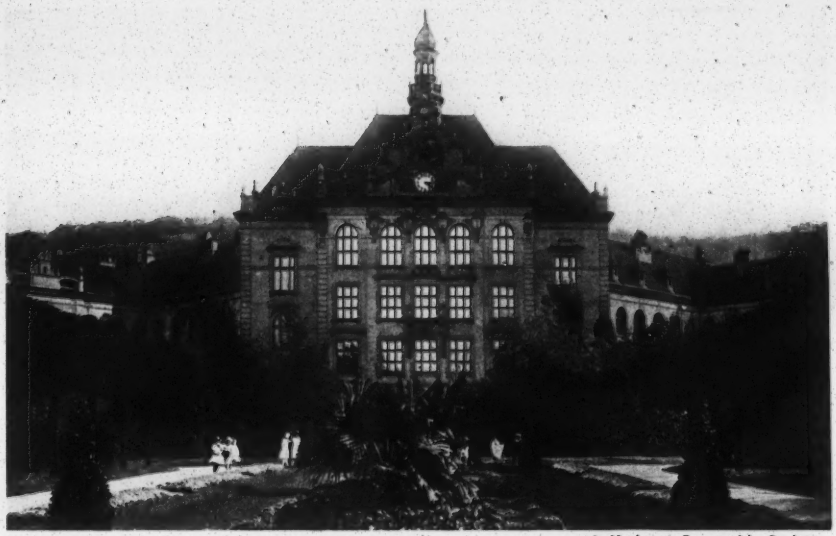
The Le Havre-Paris boat train skirts Lillebonne, where William got the assent of his barons and the church prelates to his expedition, passes through Rouen, where the Viking pirate Rollo, William's great, great, great, grandfather, set up his capital and where William died, and Mantes, where William, fat and fifty, fell off his horse upon embers at the scene of his last conquest and was mortally injured.

An Abbey and a Book

Two important survivals of William's times in England are the Battle Abbey, which he erected on the hill near Hastings, where he gained his famous victory, and the Domesday Book.

In Chancery Lane, London, stands Tudor House and within the house a studded ancient chest. No treasure is more precious to England than the Domesday Book and its chest. William the Conqueror ordered his aides to go through England and write down every lord, every peasant, every acre, every ox, every plow and every pig. Domesday Book comes down to us as the Western World's first thorough census. To England it gives basis for land deeds and, what is more important to Englishmen, it tells the Englishman whether his ancestors came over with the Conquerors. The Domesday Book is to England what the Mayflower Log is to America.

Bulletin No. 1, October 24, 1927.



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A PUBLIC SCHOOL IN PRAGUE, NOW KNOWN AS PRAHA

This change in a familiar name illustrates the effort to introduce a new language and new place names into areas in Europe which changed their national allegiance following the World War (see Bulletin No. 3). This school in the capital of Czechoslovakia is a reminder that the Czech educator, Comenius, who lived in the seventeenth century, urged that all children attend school and he also introduced pictures into the classroom as a means of teaching. Many of his ideas have been developed in the American public schools.

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Northern Italy One of Europe's Language Battle Areas

EUROPE is at peace, but the battle of the languages still is being fought.

A fundamental fact to be taken into account in studying the political geography of Europe is that not only are there many flags and many tariffs, but many tongues.

Think what a difference it would make if our 48 States were separate political units, if each had its own tariffs on business done with other States, and if this business had to be done with the aid of translators.

Treaties Brought New Languages as Well as New Rulers

The language battles start in Europe whenever there is a transfer of territory from one nation to another, or new nations are created, as happened after the World War.

Can you make a list of the nations that lost territory, of those that gained, and of the new nations that appeared on the European map after the war?

One of these areas of language conflict is in the war-won strip of northern Italy. Salerno, for example, is a city where German was spoken before the war. The city lies close to the "language line" which crosses the Adige Valley about 15 miles north of Trento. This line divides the Italian-speaking inhabitants of Trentino, the southern portion of Italy's new territory, from the German-speaking Tyrolese to the north. This former Tyrolean region is now called "Alto Adige," or Upper Adige, by the Italians. This line near Salerno is one of the unique language lines of Europe, since it is apart from national boundaries; yet there is such a plain demarcation that evidences of the "cultural boundary" can be seen from the windows of a railway train.

Architecture Shows Language Line

As the traveler rides north from thoroughly Italian old Trento, scene of the historic Council of Trent, he finds Italian architecture on every side. In the villages stucco walls, gently sloping red tile roofs, and the campaniles of the parish churches proclaim this to be a land of Italians. But soon he notes a change. More and more dark shingle roofs appear and take on a steeper pitch. A little farther along some of the roofs are broken by dormer windows, and then near Salerno he sees on a village church the first sharp Gothic spire. It serves almost as an exclamation point to mark the language line.

From this point northward the population is predominantly Tyrolese, of German blood and German speech. Fifteen miles beyond Salerno the traveler enters Bolzano, metropolis of Alto Adige, and finds himself, to all outward appearances, in a German world. The population is predominantly German speaking, and German, in spite of laws to discourage it, is the language of the streets, the shops, the hotels, and restaurants. One sees only a sprinkling of Italian soldiers and officials on ordinary days. On Sundays and other holidays excursions bring trainloads of uniformed Fascisti up from the Italian plains country to the south.

Diverse Cultures Cause Problems

The northern portion of the Adige Valley, though a Roman province in the early centuries of the Christian era, has been governed by people of German

Why Yokohama Has a Busy Harbor

But the world's greatest beneficiary, perhaps, of the "great circle line" is Yokohama. Leave land from where you will in North America and your shortest approach to Asia lies past Japan's great silk port. The great width of the Pacific emphasizes the effect of the great circle line and makes Yokohama the portico of Asia, the last port of call in leaving, and the first normal landing place upon arrival.

Look at a map of the world and it seems as if Lindbergh's shortest course would be to fly out in an easterly direction from New York and past the vicinity of the Azores, irrespective of whether he wished to alight there or not. Again apply your string to a globe, and you will find that the flying distance from New York to Paris, via the Azores, would be 4,107 statute miles; whereas a course outlined by a string stretched tautly from New York to Paris, across New England, Canada and Newfoundland, and south of Ireland, the way Lindbergh flew, would be 3,633 statute miles.

Lindbergh flew that way to save 473 miles.

A Route Which Future Flyers May Use in Crossing Ocean

Commander Byrd plotted a route from St. Johns, Newfoundland, to Valencia Island, Ireland, to enable him to cover the transocean distance with only one compass setting.

Commander Byrd is an aerial navigator of note, aside from his achievements as an explorer, and this new navigation method was a major contribution to the science of transatlantic flying.

In working out his proposed route Commander Byrd had the cooperation of the National Geographic Society and its chief cartographer, Albert H. Bumstead, inventor of the sun compass which helped Byrd in his Polar flight.

The irregularity of the compass bends the line Commander Byrd plotted approximately toward a great circle. His projected route was only 11 miles longer than the shortest route he could possibly take between St. Johns and Valencia Island.

The difficulty in flying along the great circle is that the flyer has to change his compass setting, according to the declination of the place where he is flying at the time. If he miscalculates his location, he eventually would deviate from his course.

The merit of the course Commander Byrd plotted is that the flyer does not have to know how far he has advanced on his route in order to know how to steer his course.

Commander Byrd followed a route to St. Johns which afforded him the greatest number of landmarks and emergency landing fields. He then followed the navigation method described above in his transatlantic flying. He used the earth-inductor compass and a standard magnetic compass to carry out this plan, and also used the sun compass in flying to check upon his other compasses. He also used the sun compass in getting the deviation chart for his magnetic compasses.

Over the Atlantic Commander Byrd found it advantageous to deviate from his course and take advantage of the prevailing air currents at different levels. This aspect of his notable flight, along with his other scientific observations, is set forth in his vivid narrative of his transatlantic flight in the *National Geographic Magazine* for September, 1927. A map showing how this route carried him through New England, Nova Scotia and Newfoundland is shown on page 348 of that issue, which may be consulted in your school library.

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Corsica: An Island Jewel of France

CORSICA was one of the Mediterranean reasons advanced by France in her claim that her navy was necessary to defend her possessions in three seas.

Few people know Corsica as more than a little island, the birthplace of the Emperor Napoleon and the home of a primitive people. But to-day, because it is so little known, it is one of the most delightful corners of the earth.

A Medley of Races

Its history is astonishing. So many races have fought for it in the obscure centuries that the present-day Corsican is a mixture, exhibiting many of the racial traits of the adventurers from Tyre and Phoenicia, the Goth, Vandal, Moor and Saracen as well as the Roman, Genoese and Pisan of the later centuries.

The love of liberty is still strong, and in some of the smaller mountain towns the older men say that they never ceased fighting for independence until after August 15, 1769, when the island was formally declared a French possession. By a strange prank of fate, Napoleon Bonaparte was born on that day in the beautiful little port of Ajaccio, with its orange and almond groves, its mimosa trees and its graceful palms.

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SKETCH MAP SHOWING THE SIZE AND POSITION OF CORSICA IN RELATION TO THE MOTHER COUNTRY

The Hero of Corsica

During the struggles of later years Pasquale Paoli appeared as the leader of the Corsicans against the oppression of Genoa, and while he, in turn, was forced to submit to the rule of France, he is considered the real hero of Corsica and his picture can be seen in many a mountain home to this day. His tomb is the shrine of Corsica. Tales still are told of his simplicity and scorn of luxury. After he was made a general, so runs one of these stories, his brother thought it more befitting his dignity that glass windows should be put in his home. Pasquale broke every pane, declaring, "I do not mean to live like a duke in my father's house, but like a Corsican born."

Because the "vendetta" was organized in these stirring times as a protective measure, the world of the present believes the Corsicans to be a savage people, vindictive and vengeful, and that bandits and robbers abound in the mountain fastnesses. To-day the Corsican is a milder man, often very poor, always kindly and honest and hospitable to travelers. It is a matter of native pride that no beggars are to be found in Corsica.

Not to be outdone by other larger cities, Calvi, on the north coast of Corsica, claims the birthplace of the great discoverer, Columbus. Bastia is an important port

ancestry since the days of the barbarian incursions which finally broke up the Roman Empire. The valley, however, lies south of the crest of the Alps, and, following the World War, was made a part of Italy in order that that country might have a logical geographic boundary capable of easy defense. With the country some 200,000 German-speaking people went under Italian sovereignty, a fact which has created a stubborn governmental problem for Italy and many other problems for the population itself. Although the life of the people continues, to all appearances, much as when Alto Adige was a part of the Austrian province of Tyrol, many changes have been brought about by the Italian Government.

It has been decided that in every way possible the use of the Italian language shall be extended. The children of Alto Adige must now carry on their studies entirely in Italian, and, though the parents may teach them German in their homes, the teaching of that language in private classes is prohibited.

The homes of races, peoples, and tribes are much more rigid, and change much more slowly than political boundaries. To know Europe one should study not only the political map, but the racial map. Consult, in your library, the *National Geographic Magazine* for February, 1921, containing a map of Europe showing the countries of Europe as established by the Peace Conference at Paris, and the *National Geographic Magazine* for December, 1918, which contains a map and a description of the Races of Europe.

Bulletin No. 3, October 24, 1927.

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PILES OF CORK-OAK, NEATLY TRIMMED, READY FOR BALING; BONIFACIO, CORSICA

(See Bulletin No. 4)

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Quintana Roo, a Mexican Area Which Still Is Remote from the Telephone

WHEN President Coolidge talked to the President of Mexico on the telephone recently, it seemed as if this country and her southern neighbor were becoming very close neighbors. That is true not only in respect to the telephone but also in travel by railway and auto across the border.

Yet, with the marked advance in the industrial, mining and farming parts of Mexico, there remain portions of that Republic, just as there are areas of Canada, to the north, which have been little explored.

Quintana Roo might seem the *nom de plume* of an eccentric writer or the technical name of a bug, but it is the everyday name of one of Mexico's two territories which has remained largely unexplored since the days of Cortez.

Now the territory seems about to yield up more of its secrets, for modern transportation has appeared with the arrival recently of an American caterpillar tractor which is pushing its way into the dense forests to bring out cabinet woods.

Has Rolling Pampas

Knowledge of Quintana Roo heretofore has been confined chiefly to strips of its coast along the Caribbean Sea and the Gulf of Mexico and the northwestern boundary where it touches the state of Yucatan. The world knows little of the interior, especially in the southwest, except from rumors and fugitive reports from gatherers of chicle, the gum which keeps America's chewing-gum industry and America's jaws going. The far interior is said to have great rolling pampas where stock-raising would doubtless be profitable, while the southern section is covered with dense forests of tropical trees and plants, including logwood, mahogany, and vanilla.

As in nearby Yucatan, the territory was formerly the land of the Mayas and contains numerous ruined cities giving evidence of the heights to which their civilization attained before the arrival of Cortez. Neither Spain nor Mexico entirely conquered the remnants of the Mayas, and after one of their latest rebellions, in 1910, the Indians retired into the fastnesses of Quintana Roo. Only a few are supposed to be left, however, and the territory is the most sparsely settled region in Mexico. In its area, once and a half as great as that of Maryland, the inhabitants are estimated to number about 10,000—about one person to each two square miles.

Includes Cortez' Landing Place

Quintana Roo constitutes the easternmost land of Mexico. It lies along the Caribbean coast of the peninsula of Yucatan—the "thumb," which, with the "finger" of Florida, almost surrounds the Gulf of Mexico.

The east coast of Quintana Roo is largely low and sandy, much of it edged with mangrove trees and backed by coconut palms. At a few points are high bluffs. All along the coast, a mile or so offshore, is a coral reef which makes navigation difficult and dangerous.

Off the northern coast of Quintana Roo lies the island of Cozumel, some 30 miles long by 10 wide. There Cortez first landed when he sailed from Cuba on his mission to conquer Mexico. Cozumel now, like parts of the mainland, is

on the northeast part near Cape Corso and opposite Italy. Ajaccio, the capital, is the most charming city of all the island and lies on the beautiful Gulf of Ajaccio to the southwest.

Roads to Remote Places

There are few towns or cities to compare with these two except Valvi, Sartene and Bonifacio and a few little mountain towns along the short railroad line which connects the principal ports. The "routes nationales" are excellent highways and penetrate to the most inaccessible mountain villages. Automobilists have their machines brought over from the continent on the little steamers which ply to and from the island to France and Italy. Hotels are not so comfortable as those of the mainland, but each year since the war travelers have been coming in increasing numbers and hotels are improving.

Mountains are the wonder of the island. It has been called the Switzerland of the Mediterranean on account of the long ranges of rugged peaks, snow capped the year round. The traveler has his choice of climates at various levels or altitudes. From sea level up to about 1,800 feet there is the climate of Italy and Spain with vegetation such as citrus fruits, small grain and vegetables. Between 1,800 and 5,000 feet is the cooler climate such as is found in the lower Pyrenees or Provence. Here grow the olive and almond trees and the cork oak from which comes the bark for cork products. Higher than 5,000 feet is the climate of the Alps or Scandinavia. Here are the magnificent state forests of high pine trees or magnificent chestnuts or graceful beech and birch.

Many Sheep and Goats

Because of the scarcity of labor and capital there are few exports, and these are confined to wool, cork, wine, olive oil, charcoal, briar-wood pipes and big timbers suitable for building from the forests. Sheep and goats are to be found in great flocks in the mountains, and the thrifty peasant obtains his clothing and food from them. In the swift flowing mountain streams are many varieties of fish and wild boar, and mountain sheep can be found in the dense forests in the higher altitudes.

The best season for a visit is during May and June, when the thick covering of low shrubs called "maquis" is in bloom and the whole island is a mass of many-colored flowers. The perfume can be smelled many miles out to sea.

Corsica, with an area about that of our State of Maine, is the third largest of the Mediterranean islands, ranking next to Sicily and Sardinia. None of its eight rivers is navigable. Its mountains are laced with trails of goat and sheep.

Bulletin No. 4, October 24, 1927.

devoted to the growing of henequen, the fiber plant that brought prosperity to the State of Yucatan. Cabinet woods and chicle with henequen make up the bulk of Quintana Roo's products.

Chicle, the source of chewing gum, like gutta-percha and balata, is a rubber which has not been tamed to straight rows by cultivation. Para rubber, one of the best grades of raw rubber, the type used in making automobile tires, got its name from the port of Brazil from which so much of it originally was shipped. Now the plantations of the Malay States, Java and Ceylon virtually monopolize the production of this type of rubber.

The other types of rubber still must be wrestled from the jungle. Gutta-percha is used for submarine cable installation and in making golf balls. Balata is a heavy, stiff rubber, used for rubber belting.

Bulletin No. 5, October 24, 1927.

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FOLK-DANCING AMONG THE CZECHS

Numerous changes in the names of cities and towns were made when the old land of Bohemia was incorporated in the new nation of Czechoslovakia (see Bulletin No. 3).